

uals was of the greatest concern. Most individuals believed that members of boating organizations, clubs, etc., are fairly well self-policing. The majority of those replying suggested education through literature, posters, and clubs as the best and ultimate solution to stopping whatever pollution is being contributed by recreational watercraft users—"the water they pollute is their own" idea. An example of a successful education program against water pollution is that conducted by the Ohio River Valley Water Sanitation Commission, which has done a big job in the last few years through educational programs.

It was the consensus of those replying that the marine toilet is not a noticeable contributor to water pollution where it exists, with the exception of a few areas of heavy boating concentration, notably marinas. Those replying said that marinas could and should solve their problems by providing adequate shore facilities and regulating marine toilet use by those docked at the marina. Rough figures indicate that on a nationwide average, less than 10% of all recreational watercraft have marine toilets. Necessarily, these are larger craft which are found more often on coastal and Great Lakes waters than on small land-locked lakes.

With the expected increase in recreational boating, there was some concern expressed about marine toilets becoming a pollution problem in the future. Most thoughts expressed in this area were that if the problem does arise, it could best be handled by installation of various treatment devices on marine toilets, including chlorination, incineration, and holding tank systems. Where there are regulations, the trend is noticeably away from toilet sealing restrictions and toward treatment systems. The sealing restrictions, operating against nature, decidedly discourage recreational boating and also create administrative headaches.

Virtually all who made suggestions of any nature, stressed the idea of uniformity among the states in implementing regulations to control this matter. Without uniformity, it was felt that new regulations would be unreasonably burdensome on interstate boaters as well as difficult to enforce.

APPENDIX C—A MODEL ACT TO PROHIBIT LITTERING AND THE DISPOSAL OF UNTREATED SEWAGE FROM BOATS

A MODEL ACT TO PROHIBIT LITTERING AND THE DISPOSAL OF UNTREATED SEWAGE FROM BOATS

Title

An act to regulate the disposal of sewage from watercraft and to prohibit littering of waterways

§ 1. Definitions

For purposes of this Act, unless the context clearly requires a different meaning:

(a) The term "watercraft" means any contrivance used or capable of being used for navigation upon water whether or not capable of self-propulsion, except passenger or cargo-carrying vessels subject to the Interstate Quarantine Regulations of the United States Public Health Service adopted pursuant to Title 42 United States Code § 241 and 243.

(b) The term "sewage" means all human body wastes.

(c) The term "litter" means any bottles, glass, crockery, cans, scrap metal, junk, paper, garbage, rubbish, or similar refuse discarded as no longer useful or useable.

(d) The term "marine toilet" means any toilet on or within any watercraft to discharge waste.

(e) The term "waters of this State" means all of the waterways on which watercraft shall be used or operated.

NOTE: In some states it may be desired to limit the application of this Act to certain waters only and thereby exempt large bodies of water or water areas that are remote from population centers and on which there is no congestion and no conceivable boat pollution problem. The waters subject to pollution control under this Act could be enumerated or the state agency which is designated to administer the Act could be authorized to make a finding that a particular waterway should or should not be affected.

(f) The term "person" means an individual, partnership, firm, corporation, association, or other entity.